Friends of Historic Spruce
PO Box 124 Durbin, WV 26264
(304) 456-5469

Susan M. Pierce, Deputy State
Historic Preservation Officer
WV Division of Cultural and History
1900 Kanawha Boulevard, East
Charleston WV 25305-0300

10/19/2002

RE: Historic Spruce Survey: A Predicative Model (Phase II)

Dear Susan,
The attached 'Survey' includes detailed historic / archaeological evidence used by the Spruce Survey Team to base our conclusions. In summary, the Historic Spruce Survey Team unanimously concludes:

> The Town of Spruce is Historically and Archaeologically Significant. The site warrants further study for possible National Registers. Our 'Archaeological Predicative Model' includes 'projected foundations' of the town and its railroad yards. One day we would like to expand the survey boundary to include the old mill side of the river.
>
> We also take the liberty of expressing the 'Predicative 3rd Industrial Model' for Spruce...: Tourism. The Team endorses the 'Tourism Vision' of the West Virginia State Rail Authority Board. We endorse the Board's path of low-impact, park-like, educational development for the overall good of the People.
>
> Phase III: The team also believes enough evidence currently exists to register Spruce as a WV Historical Site and/or WV Archaeological Site. We trust in the Office of Historic Preservation for guidance necessary for registration as WV site and Phase IV National Historic / Archaeological site.

This study was self-funded. Applications for various site registrations will follow shortly.

Respectfully submitted

Frank W. Proud,
Project Coordinator

cc: Senator Rockefeller
Congressman Rahall
Governor Wise
WV State Rail Authority
Durbin & Greenbrier Valley Railroad
Pocahontas County Commission
Pocahontas Development Authority
Pocahontas County Historic Landmark Commission
Mountain State Railroad and Logging Historical Association
Cass Scenic Railroad State Park
WV Rails-to-Trails Council
Pamela Brooks
Joanna Wilson

George Deike
Box 108
Cass, WV 24927

Susan Pierce, Deputy State
Historic Preservation Officer
West Virginia Department of Culture & History
1900 Kanawha Blvd., East
Charleston, WV 25305-0300

Oct. 2, 2002

RE: Historic Survey of Spruce, WV

I am writing to encourage support for the registry of Spruce, WV as a historic / archaeological site. As evidenced by the attached documentation by Richard Sparks, Spruce is historically rich and should be recognized.

I have been visiting Spruce for 30 years, on foot, on horseback and by train, because of its wild setting and its association with the lumber and coal industries, and recently the tourism industry and the history of Cass. I am a founding member of Mountain State Railroad & Logging Historical Association, and have written several articles and books on related subjects, including LOGGING SOUTH CHEAT, A History of the Snowshoe Lands, which deals with Spruce.

As local historian and editor of Pocahontas Times has recently said, "Spruce is the most historically significant site in Pocahontas County !!" Among other things, it was the highest and coldest town in the East, never had any access except by rail, was the center of logging and pulpwood production for years, then became a Western Maryland Railway town supporting the helper engines needed to bring coal out of the valley of Elk River. Today, Cass Scenic Railroad and the Cheat Mountain Salamander bring thousands of rail-visitors to Spruce.

Spruce's history is a capsule of West Virginia's lumber, coal and tourist industry. A more remote, beautiful and interesting place can hardly be imagined. In my professional opinion, it deserves to be listed on the WV registry, and if necessary, further study undertaken for its placement on the National Registry.

Sincerely,

George Deike

Dr. George Deike

Historic Spruce Survey: A Predictive Model
Phase II -- Basic Survey Information

fwp 10/24/2002

Basic Info:
Location: Pocahontas County, West Virginia, Northwest of Cass, Southwest of Durbin, on the Shavers Fork of the Cheat River, within the largest contiguous forest in the eastern United States.
Elevation: 3,853 ft.
Ownership: West Virginia State Rail Authority
Lessee: Durbin & Greenbrier Valley Railroad
Population: - 0 -
Structures: - 0 –
Wilderness: On every side.
Yearly Visitors: +11,000 for 2002

Spruce Survey Team:
The historic preservation paths of our team vary, but each leads to the culmination of a future event or the outcome of this Predicative Model. Together, they make The Spruce Survey Team:

Dr. George Deike,
>Project Consultant
President and Founding member Mountain State Railroad and Logging Historical Association
Spruce Author, Citizen, Voter and Business Owner, Cass, WV,

Richard Sparks,
>Project Historian
Spruce Author, Painter and Researcher
Bd. Member and Founding member, Mountain State Railroad and Logging Historical Association

Frank W. Proud, CPA,
>Project Coordinator
Acting President, Pocahontas Development Authority,
Treasurer, Greenbrier Valley Economic Development Corporation,
Finance Director, WV Rails-to-Trails Council,
Bd. Member, Pocahontas County Convention and Visitor's Bureau,
Citizen, Voter and Business Owner, Durbin, WV,

Phase I: Original Spruce Studies:
Local enthusiasts have studied Spruce for a number of years. References included in this document date back to 1982. The 1989, Hulse *Archaeological Investigations at Spruce, WV A Company-owned Railroad and Mill Community of the Late Industrial Revolution Period* is on file at Shepherd College. Findings in this predictive model are a culmination of the 20-year investigation. Phase I works by Richard Sparks are listed in detail within the survey.

60/40 Grant Contract Award -- NOT Signed:
The original 60/40, Historic Preservation Federal Grant Application included project costs of $4,000 with a $2,400 grant awarded to the Pocahontas County Historical Landmark Commission. The Commission appointed Dr. George Deike as Project Consultant and Frank W. Proud, CPA as Project Coordinator. Because the WV Division of Culture and History Grant Contract "Detailed Scope of Work" was less than

the Original Project Scope as submitted in the grant application and a great amount of ground study had already been completed, the Friends of Spruce felt the undertaking should be financed locally.

Phase II: Detailed Scope of Work:
Although not signed, the project followed guidelines as outlined in Attachment 1 of the Division of Culture and History's Historic Spruce Survey Contract:

> ....*project shall focus upon background research regarding the historic town of Spruce, in* ***preparation for later on-site archaeological survey.*** *Research* should include.....*this information shall be used to develop a* ***basic predictive model*** *to include* ***recommendations*** *for future research potential of the Spruce survey area.*

Detailed background research for this predictive model was actually started formally in 1994 and informally in 1974 by Richard Sparks and is used heavily as a basis for our results, opinions and recommendations.
(Phase III will include our low key "recommendations" for Spruce to be designated as a WV Historic/Archaeological Site.)
(Phase IV – National Registrars.)

Name Change: "A Predictive Model":
We freely choose to emphasize a futuristic tone to the Scope of Work. To properly reflect the final nature of the study we also amend the Division of Culture and History's project name to include "A Predictive Model", as indicated above.

Railroad Theme & Maps:
Railroads were always the central focus of the ever-changing Spruce landscape. Three attached maps represent the overall theme of the 3-Spruce eras studied:

> Logging – 1915–1925	Attachment	A
> Coal - 1941-1950	"	B
> Tourism - 1987-Future	"	C.1 (Survey Area) (Cover)
> " " "	"	C.2 (Updated to show school &
> WV St. Rail Authority Prop.	"	D upper houses)
> *WV Central Railroad*	"	E
> Topo in relation to Cass	"	F

Methodology:

- **Existing Studies:** We relied on existing studies where possible.
- **No contour of earth:** No implications are made regarding the depth of the ruins below the fill area.
- **Only hand digging:** No tools were used during our site survey.

New Neighbors:
Well after the start of Phase I & Phase II of the Spruce Study, CSX sold the adjacent land on both sides of the town to a group of investors. The mill site is now in private ownership. These investors attempted in writing to purchase the town as excess property. I tried 3-times to gain their participation in this survey and was turned down.

Application Maps:

Note: Grant Application Maps show CSX as landowner. This now may not be the case.

This project team believes our job is to **aggressively encourage, inform, and participate in the efforts of the People of West Virginia to identify, recognize, preserve and protect West**

Virginia's historic / archaeoligical sites, and landscapes. Therefore, because we consider this site **historically and archaeologically significant,** our Predictive Model excludes high-impact development. We opt to present the low-impact virtues of the model.

We also stress the benefits of establishing a positive relationship with our new neighbors. In our view, everyone both public / private / volunteer stands to gain by developing Spruce as a historic turn of the century railroad town, mill town including both the public owned and privately owned property.

West Virginia State Rail Authority:
The rail authority has taken several important steps to assist in the long term Predictive Model:

1> Lease the operating rights to the Durbin & Greenbrier Valle Railroad with tourist passenger service,
2> Agreed to this Historic Spruce Site Survey,
3> Declaired the property as a valued Tourist Destination and not excess property available for sale.
4> Approved West Virginia Rails-to-Trails Council (WVRTC) to apply for a TEA21 grant to develop rail-trails and site interpretation in conjunction with the restricted development step as outlined in this Projective Model. See WVRTC's request outline below.

Please Note: The WV SRA reserves the right to approve the final registered site boundaries.

WVRTC TEA21 Application:
Typically, rail-trails are long narrow pathways. With Spruce, however, the case is very strong for short rail-trails within a multi-dementional industrial town.

- Grant proceeds would be used for walking trails, interpretive signs, picnic tables, etc.,
- Approx. request = $8,000 - $12,000,
- 80% project funds from TEA21, 20% from the Friends of Spruce, including WVRTC,
- Durbin & Greenbrier Valley Railroad (D&GVRR), lessee, agrees with grant improvements request.

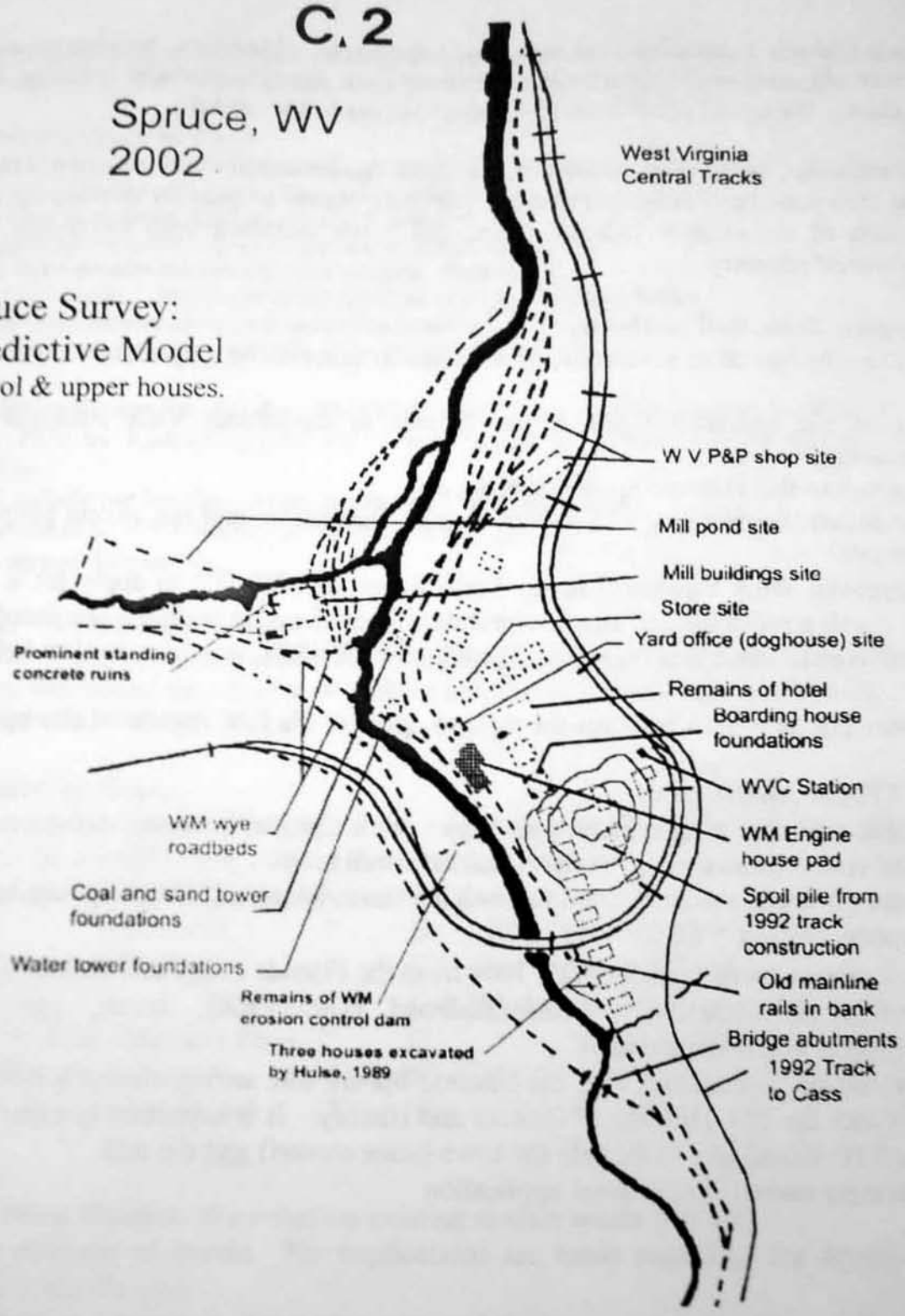
All work would be coordinated with the Historic Spruce Site survey currently being conducted in conjunction with the WV Division of Culture and History. It is important to note:

WVRTC would like to include the town (state owned) and the mill (privately owned) in the grant application.

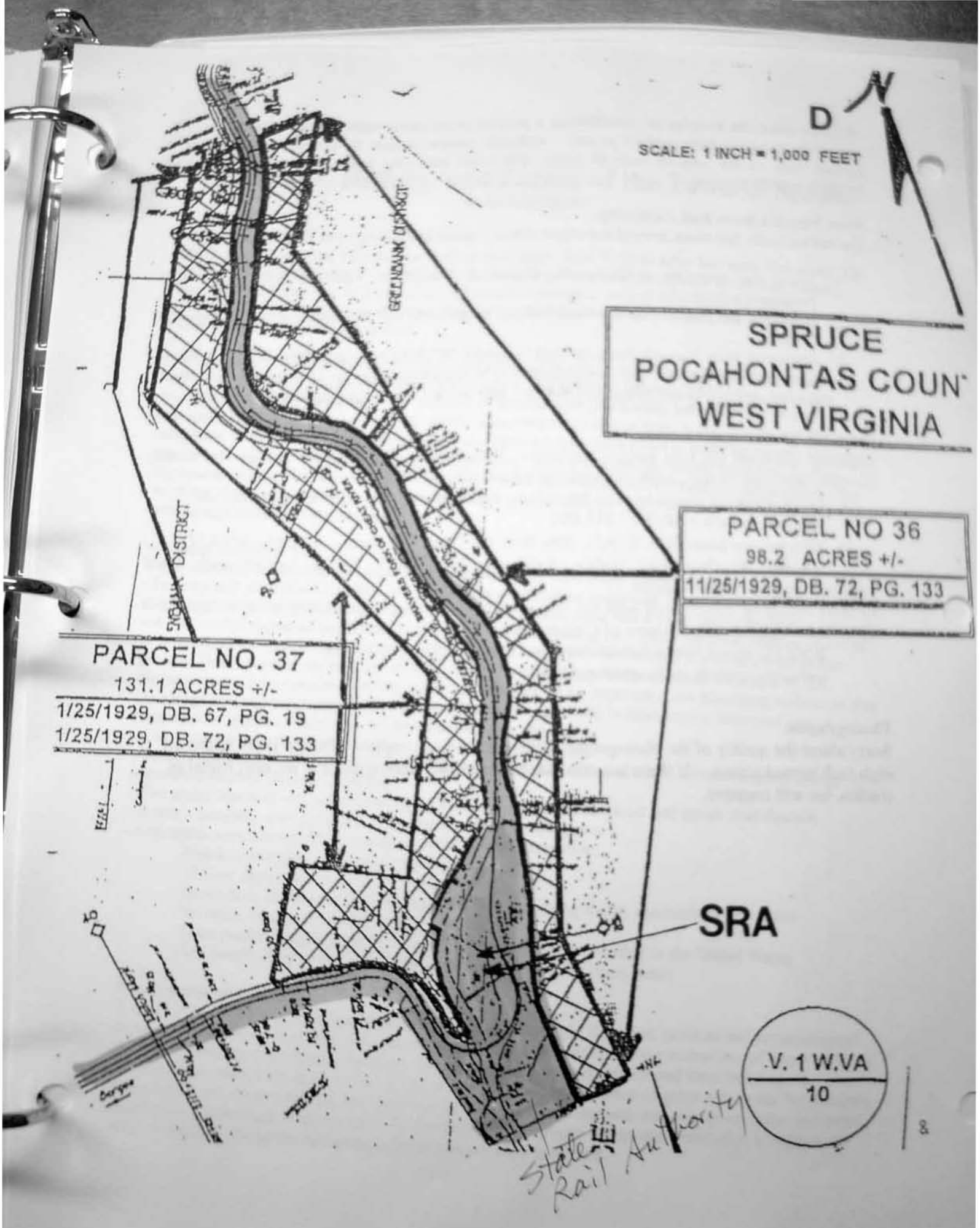
C. 2

Spruce, WV
2002

Historic Spruce Survey:
Phase II - A Predictive Model
Update includes school & upper houses.



10/24/02


D
SCALE: 1 INCH = 1,000 FEET
SPRUCE
POCAHONTAS COUN
WEST VIRGINIA
PARCEL NO 36
98.2 ACRES +/-
11/25/1929, DB. 72, PG. 133
PARCEL NO. 37
131.1 ACRES +/-
1/25/1929, DB. 67, PG. 19
1/25/1929, DB. 72, PG. 133
SRA
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10
State Rail Authority

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WVRTC would like to include the town (state owned) and the mill (privately owned) in the grant application.

Photographs:
Sorry about the quality of the photographs. We worked from copies. Durbin is not noted for high-tech reproductions. If there is a need for better quality photographs in the next round of studies, we will improve.

The Status, History, and Future of the Town of Spruce

by Richard Sparks

Status:

Spruce, a small company mill town in Pocahontas County, West Virginia never had more than about 300 people-- generally far fewer. Founded in 1904, Spruce was completely abandoned by the last residents about 1950. Presently (in 2002), the site is essentially wilderness, several miles from the nearest civilization. It sits in a basin on the headwaters of the Shavers Fork River, an area rich in wildlife, including bear, eagle, and native trout.

The ownership of Spruce is a mix of public and private. The site is presently reachable by motor vehicle only via unimproved road and is without water, sewer, and electrical service. Despite this, real estate development is a real possibility. The prospect of development is extremely unfortunate from the standpoint of both historical and environmental preservation, as well as being a real loss for public recreation. Due to the uncertain future of the site, there has been little effort to make the history of Spruce available to visitors. Despite the lack of interpretation, Spruce is a popular tourist attraction. It is the destination of special trains operated by the Cass Scenic Railroad as well as regularly scheduled runs by the West Virginia Central Railroad. Tourists clearly enjoy visiting a "ghost town" in the wilderness, even without significant historic interpretation.

A Unique Historical Site:

There are many abandoned industrial towns, but Spruce is historically unique. It was a very rare example of a large mill established for the sole purpose of manufacturing pulpwood. It was the highest (elevation) and coldest town east of the Mississippi. Beyond that, Spruce never had a road; everything that went in or out was carried on the railroad or by people on foot. This amazing fact draws the jaded modern visitor in to learn about the lives of people at the turn of the 20th Century. The site itself is a critical part of that process. Understanding the isolation of rural life in the last century is dramatically enhanced by the visitor's sense of the remoteness of the beautiful wild area. Also apparent is the disturbing realization that changing times can make American towns and the people that lived in them utterly disappear just as happened to ancient civilizations. Visitors benefit from learning:

- Life at Spruce was life on a tiny remote island in the wilderness
- Spruce was unique in serving two different industries at two different times, with a complete change of population midway through its history.
- The social structure was a casebook in the evolution of economic, racial and ethnic stratification
- It was a company town when the company was the ultimate power
- Life styles were beyond the imagination of the present generation:

    Absolute marriage of people to their jobs
    12 hour days and six day work weeks
    Steam heat, electricity, and running water were amazing things, available to only a few
    No radio, telephone, central heat, no insulation
    Some people worked outdoors in some of the most severe weather in the United States
    And people liked it–they often chose to stay at Spruce for many years

Future Research Potential:

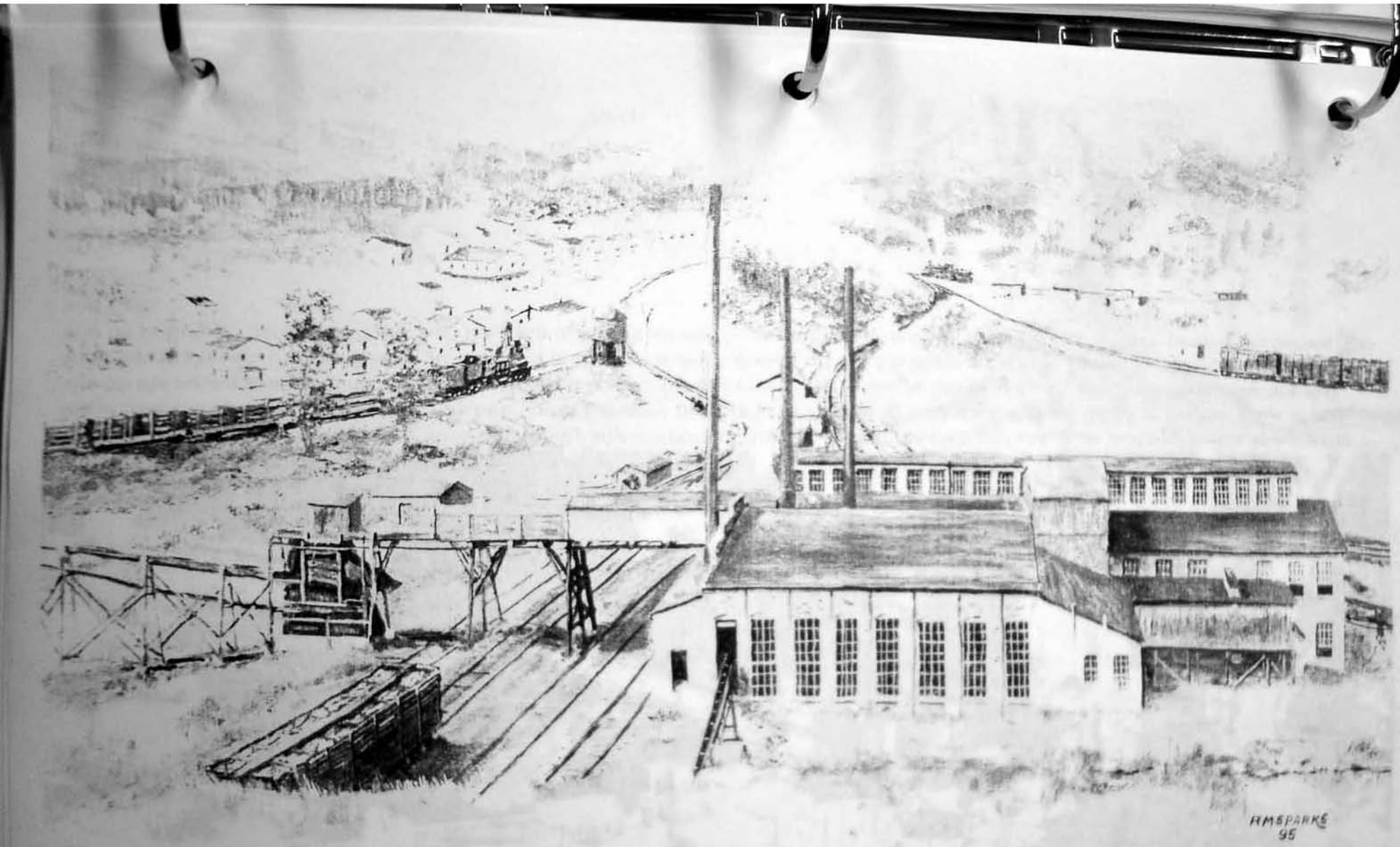
A small portion of Spruce site has been the subject of a thorough, if limited, professional archaeological survey (Hulse, 1989). The study was commissioned as a prerequisite to the construction of a new railroad right of way for the Cass Scenic Railroad. Subsequent earth moving obliterated three building sites and covered seven more with up to 15 feet of spoils. Overall, this is a balance of gains and losses for research. It can be argued the now buried, but otherwise undisturbed, building sites are now much better protected from casual excavation. And, the study of the three now-destroyed house sites resulted in a baseline for what might be found at the remaining company house sites at Spruce.

In terms of archaeology, there is considerable potential for additional research on the social and economic impacts that affected life in this town. In addition to eight or nine additional company house locations, there are a number of important sites with very different potential from those studied by Hulse. These include the hotel (abandoned prior to 1930), two different company store locations (one from prior to and one after 1925), the railroad boarding house, two locomotive service areas (lumber company and Western Maryland Railway) and the sites of an unknown number of non-company dwellings, generally the homes of racial and ethnic minority residents. On private land on the west side of Shavers Fork are an additional number of non-company home sites and the extensive ruins of the mill complex, all of which offer possibilities for major study.

There is a significant potential in archaeology at Spruce with rewards of at least three kinds. One is the scholarly benefit normally associated with the accumulation of historical data. Two is the education potential for future generations of university students in providing sustained opportunities for fieldwork. Three is the increased tourist and public education potential of having active archaeological work in an interpretive plan for the site. Related to all these would be the ultimate development of a Spruce artifacts museum collection at an appropriate location.

Conclusions:

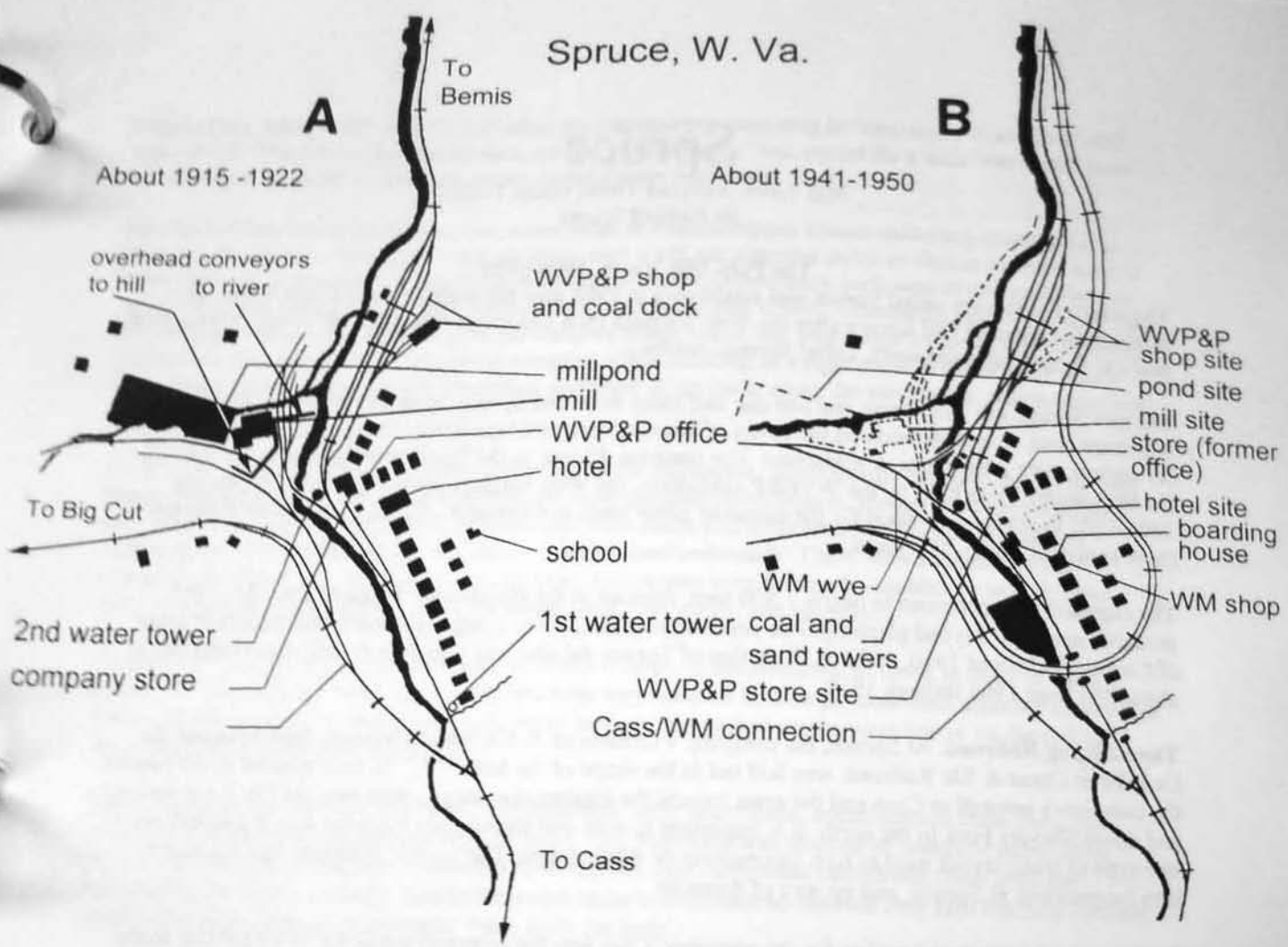
The site of the historic town of Spruce has significant educational, research and tourist potential. However, the benefits of archaeology being noted, any significant site alterations should be monitored and tightly controlled in scope, size, and timing by professionals within the appropriate state authority. Beyond the minimum needed by visitors to gain an understanding, the area should stay basically undisturbed. If a given archaeological feature is exploited, it needs to be subsequently returned to its pre-exploration state. Spruce is worth far more in its present wild state than with any development. Other than brush control around selected artifacts, the addition and maintenance of signage, and the creation of a tour footpath, the former town, mill site, and all terrain within sight of visitors should remain essentially untouched. This would require the cooperation of the public and private owners of the site. Spruce in 2002 is a uniquely historic place and should be recognized accordingly by all owners, public and private.



The West Virginia Pulp and Paper Company's Spruce pulp mill and the town of Spruce at the height of development, about 1923.

The poured concrete structures were added to both ends of the powerhouse in the early 1920's. Years later they would be the among last standing ruins at Spruce. In the last modifications to the mill, a third smokestack was added and a fourth track was laid in the mill yard. The trestle of the endless chain conveyor which exited the second story of the mill and ended at the waste pile on the bank of Shavers Fork was modified to include what appears to be a chute in the center for loading the pulpwood cars Also, a small trestle was built from a switchback track on hillside to the north of the mill. This structure crossed the millpond the location of the fireboxes, it possibly was a system for

Excellent overall view of the residential side (company section) of Spruce, late in the pulp mill era. Note that the double spout water tower (the 2nd Spruce water tower) has been built between the mill yard switching lead track and the GC&E main line. A cut of cars sits on the timber bridge that carried the yard lead track over Shavers Fork. A single boxcar sits on the Cheat River main line that went down Shavers Fork to Bemis. At the right is the mill siding coming off the Elk River main line. This main went up to Big Cut and on to Bergoo. This siding reached the pulp mill yard as well as the mill pond siding. The view looks south toward Old Spruce and Cass.


Spruce, W. Va.
A
About 1915 -1922
To Bemis
overhead conveyors to hill
to river
WVP&P shop and coal dock
millpond
mill
WVP&P office
hotel
To Big Cut
school
2nd water tower
company store
1st water tower
To Cass
B
About 1941-1950
WVP&P shop site
pond site
mill site
store (former office)
hotel site
boarding house
WM shop
WM wye
coal and sand towers
WVP&P store site
Cass/WM connection

Spruce

Mill Town, Railroad Town, Ghost Town
by Richard Sparks

The Pulp Mill Years, 1904-1925

The original settlement called Spruce was established in 1902 near the headwaters of Cheat River. The location was renamed Old Spruce after the West Virginia Pulp and Paper Company (WVP&P) built a pulp mill and supporting community, called Spruce, nearby..

The new Spruce was built about one and one half miles from Old Spruce. at an elevation of 3,853 feet above sea level, in a large basin on the banks of Shavers Fork of Cheat River. The location was to remain for several more generations, a wilderness. The complex, known as the "highest and coldest town east of the Mississippi," was built by the WVP&P subsidiary, the West Virginia Spruce Lumber Co., during 1904-1905 to supply pulpwood for the company paper mills in Covington, Virginia, and West Piedmont (now known as Luke), Maryland.

The expansion of operations to nearly 1,500 men, forecast in the Pocahontas Times of Dec. 21, 1905, probably never got beyond planning. The population of the lumber company's nearby headquarters town of Cass peaked about 1910, and it is likely that of Spruce did also; the population of Spruce remaining at about 300 from 1906 through 1919.

The Logging Railroad. At Spruce, the company's Greenbrier & Elk River Railroad, later renamed the Greenbrier Cheat & Elk Railroad, was laid out in the shape of the letter "Y," its base pointed south toward the company's sawmill at Cass and the arms toward the logging operations, west into the Elk River valley, and down Shavers Fork to the north. It is important to note that the original trackage was *Y-shaped*, not a wye-type of track layout used to turn locomotives or whole trains. The lumber company had no need to turn locomotives at Spruce, and no way of doing so.

Spruce was an important junction for the company. Cass was the principal outlet for WVP&P Co. to the world, and the railroad between Spruce and Cass, known as Cass Hill, was the main line from the earliest years of the operation. With two switchbacks and sustained heavy grades, Cass Hill saw trains day and night, year around. The locomotive assigned to the hill were some of the largest Shay locomotives ever used by any logging railroad.

The rail lines north and west out of Spruce went out to junctions with many woods tracks on which smaller engines went after timber as well as coal. All this traffic was collected and sorted in the rail yard at Spruce, three tracks, each about 1500 feet long.

Buildings. At least one of the buildings, the Spruce Hotel, had electric lights, hot running water and steam heat. The pulp mill, the locomotive shop, company offices and the homes of top officials, also had electric lights. The amenities made the hotel a very rare phenomenon in rural America at the turn of the century. It was actually a large, two-story rooming house with a reported 30 rooms, though this total room count probably included an adjacent building. The hotel housed some company employees, as well as transients. It is also likely that many single men at Spruce took meals at the hotel.

In a straight row south of the hotel, parallel to the railroad, were ten houses facing the tracks. There were five large double houses and five single-family houses. Most houses in Spruce were mass-produced as kits by the Cass sawmill. The single units were identical to the standard, roughly 20'x30' houses seen at Cass today, some in use as tourist cabins. The double houses appear to be similar to the double houses that were

built at Cass, except they were 32'x32' while the one example remaining in "downtown" Cass until 1995 was 32'x16'. The row of houses and the hotel was "Main Street," but, except for a wide boardwalk, there was no street. In all its 50 years as a town, Spruce never had a road.

Parallel to Main Street, to the east, was a row of three small company houses unlike any found in Cass. Photographs seem to show these were one story with a loft and attached stable or shed at the rear. East of these homes later appeared the small two-room schoolhouse. Immediately northwest of the hotel, with its own siding, was the company store, which also served as the post office. Immediately east of the store was the company office building, similar to the standard single house, but with larger windows and an external staircase to the second floor. East of the company office building, at a right angle to Main Street was a row of four or five single houses. Stretching northeast of the store, along the yard tracks, was another row of five single houses.

As in Cass, assigned housing reflected the status of the occupants. Even though the basic design of their houses was similar, the more important people were assigned better houses, though the differences often only amounted to a few square feet of additional floor space and differences in trim and accessories, including the electric lighting for the chosen few, as noted previously. There were a number of non-company dwellings too, on the outskirts of town. Occupants were those who couldn't or wouldn't rent from the company: immigrants, African- Americans, free spirits, and the poor.

At the north end of town was a two-stall locomotive shop. At the south end of town, in front of the last house, was the railroad water tank. Later this tank was replaced by a larger tank built adjacent to the store. The new tank was two-spouted and could water locomotives parked on the main line or on the mill yard lead track that crossed Shaver's Fork.

Mill Complex. The sawmill produced only debarked, split, short slabs, manufactured from trees, not suitable for lumber (by the standards of the day). The pulpwood was shipped to company paper mills, often in special C&O pulp cars, slat-sided open-top rail cars, somewhat resembling those used for transporting livestock. In time, standard boxcars came to be preferred because they kept the pulp cleaner, resulting in fewer defects in the paper made from the pulp.

The mill complex was in the northwest corner of the Spruce basin. With the exception of the powerhouse, the buildings were wood. The main building, the rossing plant, was two-story, about 150'x60'. The peaked roof had a large clerestory running the length of the building. There was a 3½ by 6-foot double sash window every eight feet in all walls. Most photographs show fire barrels lined up on the roof peaks. In later years a large cistern was constructed on the hillside above the mill and the barrels disappeared, indicating perhaps a sprinkler system was installed, just as was done at Cass.

The power house was mainly brick, about 90'x50', two story, with two-story-high, arch top windows. In the 1920's, concrete additions were built onto the ends. The addition on the east end may have housed a new boiler, as a third smokestack appeared about the same time. Originally, all the walls extended above the peaked roof, and a firewall rose through the roof in the center of the building. Photographs show that over time, the west end wall and the parapet walls were cut down and the roof rebuilt with eaves. Perhaps the alterations were due to the severe weather at Spruce. Abundant snow and ice may have been retained, causing leaking.

At some point, the northeast window of the powerhouse was converted to a door, and a trestle built into it from the hillside, across the creek to the north. The remaining foundations and railroad grades suggest that perhaps coal was brought by rail car and dumped onto a conveyor which ran into the building via this trestle.

A conveyor chain emerged from the east end of the building and went east 180 feet to the river at about 30 feet from the ground. The supporting trestlework was mostly wood, but steel was used on the river end because the conveyor carried wood waste to a burn pile on the riverbank. It also undoubtedly carried pulpwood out of the mill for loading into railroad cars. Over the years, the trestle was revised; in final form, it spanned four tracks in the loading yard.

Earlier photographs of the east and south sides of the mill show another very impressive structure, absent in later photographs. This appears to have been a conveyor, exiting the mill toward the south for about 200 feet, while gaining elevation to about 45 feet above the ground. It then angled toward the south west for an additional 80 feet, climbing to about 60 feet high and then extended horizontally for another 100 feet to the hillside south of the complex. It was used almost certainly to transport pulpwood. The hillside appears in photographs with an acre or more of manufactured pulp wood, stacked several feet deep. Why so much would be stored is unknown, but photographs made at the company's pulp mill at Davis, which operated from 1895 till 1919, also show huge piles of stored pulp wood. Perhaps for a time drying the pulp (and thus reducing its weight) before transport was part of the system.

Pulpwood was typically loaded from pulp sheds, long platforms built about four feet higher than the floor of a rail car. Workers in the shed could pitch the pulp wood down through a car door or upward over the side of the roofless pulp cars. The pulp shed that was prominent in the loading yard east of the mill disappeared in later years. The conveyor on this side was enlarged and modified with what appears to be a chute for loading cars at door level and at least one track was added to the yard. Perhaps these changes reflect increasing use of boxcars, instead of the open-topped pulp cars.

West of the mill was the log pond where the flatcars of logs were dumped. If at all feasible, sawmills at the turn of the 20th century had a pond where soaking the logs for days or weeks loosened the bark and allowed dirt and stones to wash off, saving wear on the cutting machinery. Also, moving and sorting logs with manual labor was made fairly simple while they were afloat. The pond at Spruce was created by building a rock and wood dam about 150 feet long, across a small tributary of Shaver's Fork, just west of the mill. Steam was piped into the pond in the winter to prevent freezing.

Logs were brought from the pond into the mill on the second floor level by a ramp (jackslip) equipped with an endless chain (the bull chain). In the mill, the logs were cut to short lengths in the cutoff saw, debarked (rossed) and split.

Typical of factories of the day, much of the equipment at the Spruce mill was belt-driven from a large steam engine through a complex maze of pulleys, shafts, and gears on the ground floor of the main mill building. The mill also had a dynamo to generate electric power for lighting the mill, hotel, railroad shop and some other buildings across Shavers Fork.

The First Demise. In 1925 the paper company made the decision to close the Spruce mill. In 1925-1926, the machinery was moved to the company paper mill at Luke, MD. At about the same time, the Greenbrier Cheat & Elk traffic and operational patterns began changing. The fuel and water capacities and the increased power and speed of their new fleet of 150-ton Shays (Nos. 12,13, and 14) permitted runs from Cass directly to the far ends of the main line at Bergoo, 41 miles to the west and to the interchange with the Western Maryland Railway near Bemis, 50 miles to the north. This greatly reduced the need for a terminal at Spruce. After the Great Depression cut the amount of logs flowing to Cass, the transfer of locomotive servicing operations off the mountain to the big new shop complex at Cass was total in a few years. The company that had two decades earlier established a town in the wilderness then abandoned it.

The Western Maryland, 1929-1961

In 1928-1929, the Western Maryland Railway took over the greater portion of the GC&E railroad (as well as the name GC&E) from WVP&P Co. The expansion was to take advantage of the developing coal industry of the area. Shortly, WM railroaders, maintenance workers and supervisory personnel, perhaps 100 people, moved into the old town. Spruce was now milepost 87 on the WM line from Tygart Junction to Bergoo, and established as a terminal for helper locomotives to be based there. The Spruce helper fleet was for pushing trains over the steep grades leading to the summit at Big Cut between Slaty Fork (Laurel Bank) and Spruce.

While at least some 0-6-0 and small 2-8-0 locomotives were renumbered and reassigned from the parent company's roster to the GC&E, the principal power to work through and out of Spruce was to be the H-8 class consolidation type locomotives numbers 770-789, built by the American Locomotive Company in 1914. These were not the largest consolidations on the Western Maryland, but, low-wheeled, compact, and powerful, they were fine for the grades and sharp curves on the GC&E, once the track and bridges were upgraded to mainline standards. Until the line overhaul was sufficiently complete in 1931, business necessarily was conducted using smaller rod locomotives and by paying the WVP&P (which maintained trackage rights) to haul WM coal cars between Slaty Fork and Spruce.

There were changes at Spruce under WM ownership too. Another bridge crossing Shavers fork was added in 1929, which, utilizing the old main track and revised mill pond tracks, neatly formed a true wye for turning locomotives. The most spectacular track change was the grading of a new main line through town. This roughly paralleled the old grade from the north end of town and passed just east of the schoolhouse in a cut. Then, the tracks made a big horseshoe that swung west, crossed Shavers Fork at the south end of town and rejoined the original logging grade on the long hard climb toward the Big Cut.

The new horseshoe line went right across Main Street, eliminating one house. The fill for the Shavers Fork bridge approach was dumped right over the former main line, burying a short stretch of track. On the north side of the fill, the old main track became the ready track for WM helper engines; on the south it was a stub siding used by the lumber company. As already noted, WVP&P retained trackage rights to reach their logging areas both north and west of Spruce. With the new line cutting their old direct route through town, logging trains heading from Cass toward Bemis now had to cross Shavers fork south of the new WM bridge and climb west, part way to Big Cut, to the new interchange where they reversed and followed the WM line back down hill through Spruce.

The hotel disappeared early in the WM era; its annex became the railroad boarding house. The old WVP&P company offices became a store. In 1931, a sand tower and a tall 75-ton coaling station were added near the water tower. This complex also housed a boiler and dynamo, providing steam, hot water, and electricity to the shop.

WM eventually built a new 30'x125' engine house in the center of town, extending and utilizing the old store siding as the shop track, but this was not until 1941. For the preceding decade, locomotive servicing was evidently carried out mainly in the open, with old boxcar bodies for shelter. Perhaps the original two-stall lumber company locomotive shop was also used, but it was retired from the WM books in 1942 with the notation that it had actually been removed "some years ago."

Life at Spruce is hard to imagine from the perspective of today, without dwelling on the uninsulated buildings, with no central heat, no electricity, indoor toilets or hot water (the houses did have cold water piped into the kitchens). When one imagines these conditions, as well as no roads, frost in every month, and winter lasting October through April, exile in Siberia comes to mind. However, at the time, such conditions were not really unusual in rural America and, at Spruce, fuel, fish and game were abundant and free.

Nancy Cussins Childers and her brother Devane Cussins, grew up in Spruce and, writing in *The LOG TRAIN*, Vol 10(4), shared many recollections of the genuine pleasures of life there. Residents of Spruce had telephone, radio, and mail order; what they needed came in on the railroad. As railroad families, they had maximum access to transportation on the trains and by rail motorcars. Some rode the trains or walked to the nearest roads, where they kept automobiles.

The Town Dies Again. In June of 1949 the Western Maryland improved its crew facilities at Spruce, refurbishing the laundry and wash room facilities and constructing an 8'x10' shower room. However, by October, construction had begun on a new engine terminal at Slaty Fork, which was to replace the facilities at Spruce and Bergoo. In April of 1950, four houses at Spruce were demolished and another retired. In June, the shop, coal tower, power plant, sand house and 4,181 feet of yard tracks were retired. In September, two double houses and two other dwellings were removed. The twenty-plus families that had occupied Spruce for a quarter-century quickly followed their trades to other locations on the railroad.

In 1953, diesel locomotives made their first run over the branch. The Western Maryland dieselized rapidly, and the new power did not need to turn or take water at Spruce. In December of 1954, the water tank was retired; in November 1956, the wye and remaining sidings were pulled out. Only a couple of houses were left for the occasional use of track gangs, and they were gone by the early 1960's.

Spruce Today. Other than the quiet, one of the most striking things about Spruce is that so little is left of a thriving town of hundreds of people. Western Maryland quickly disposed of its unwanted structures. As other buildings were abandoned, they were quickly salvaged for materials and firewood.

The most prominent terrain feature today in the Main Street area east of Shavers Fork is a fair-sized hill occupying the inside of the horseshoe curve. This is the earth moved out in the early 1990's to create the new interchange track between the Cass Scenic Railroad and the CSX (successor to the WM). So now, finding any evidence of buildings in this area of town would require considerable excavation. North of this new hill, the only house foundation easily and clearly identifiable is from the WM boarding house.

Next to the river, the railroad grades, with their cinder ballast, are quite distinct, as are the concrete foundations of the WM shop and the water tower. Piles of sand and coal mark the location of the sand house and coal tower. One can easily spot the concrete abutments for the two bridges that carried the legs of the wye across Shavers Fork, and for that matter, visible inside the concrete structures, are the timber abutments of the original railroad bridges. Just upstream from the abutments are the remains of the dam WM installed for erosion control.

Across Shavers Fork, there are still a few ties on the WM grades. Around the mill site are the concrete foundations of the buildings, the major machines and overhead conveyors. The steel uprights of the east conveyor trestle and endless chain are easily found. Next to the river, amazingly, there still is a large mound from the waste burn pile. Pipes and plumbing, and heavy chains are scattered all over the area. The dam that formed the mill pond is quite distinct and interestingly, a lot of the old mill yard trackage is still in place, its rails over 100 years old.

While you might expect some identifiable structure to remain of the masonry powerhouse, this is not the case. In all likelihood, WVP&P removed the machinery by making large holes in the walls, and then Spruce residents salvaged the intact brick. The outline of the structure readily seen in low mounds of shattered brick, and the stone footings for the big, single cylinder steam engines are still in place. The concrete addition to the west end of the building is still standing and the tops of the brick fireboxes that heated the mill boilers are visible above ground.

West Virginia's Premier Ghost Town? If interest in this little town appears to be out of proportion to its significance, it is not. Think of its fame as "The Highest and Coldest Town East of the Mississippi." It's mill, manufacturing only pulpwood, was probably the only such facility in the state. Due to its extreme isolation, Spruce was a pure company town, and a microcosm of the social stratification of the early 20th century. The town was settled and abandoned twice, and never had a road or cemetery. The logging era produced many ghost towns, but, Spruce is truly unique.

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RECOLLECTIONS OF SPRUCE

Excerpt from *Archaeological Excavations at Spruce, WV: A Company-owned Railroad and Mill Community of the Late Industrial Revolution Period*, C.A. Hulse; Shepherd College Cultural Resource Management Series #7, Shepherdstown, W. Va., 1989.

Hyldrid Crickard and her husband, Robert Bruce Crickard, were residents of Spruce during 1925-1926. As a surveyor/engineer for the West Virginia Pulp & Paper Co., Mr. Crickard was involved with many duties including planning and erecting steam skidder trails. Mrs. Crickard was employed as a teacher in the two-room schoolhouse located in the southeast part of town. Their incomes of $130 and $90 per month respectively, as well as their education, made them part of the "elites" of town and allowed their residence in the only hotel.

As Mrs. Crickard described the hotel, the accommodations were very good by local standards. The 30-room structure had steam heat, electricity generated from the power station at the mill, and either individual or shared baths with hot and cold running water. Electricity was supplied only to the mill complex, hotel and several residences of upper-level managers (near the hotel) and was available until the mill closed at 10 P.M. The hotel was also equipped with a telephone and a battery radio for access to information from the outside world. The hotel was occupied at that time primarily by skilled specialists and by upper-level employees of a temporary nature or those without families. Meals were served to hotel residents and food was reported to be excellent. Supplies were provided by a daily train from Cass which brought barrels of flour, crates of eggs, and sides of beef directly to the hotel on a by-need basis. The hotel was near the company store and boarding house. The large structure known as the boarding house was separate from the hotel and served to house work crews of single men. Meals were taken by the men in the hotel dining room and no talking was allowed during mealtime.

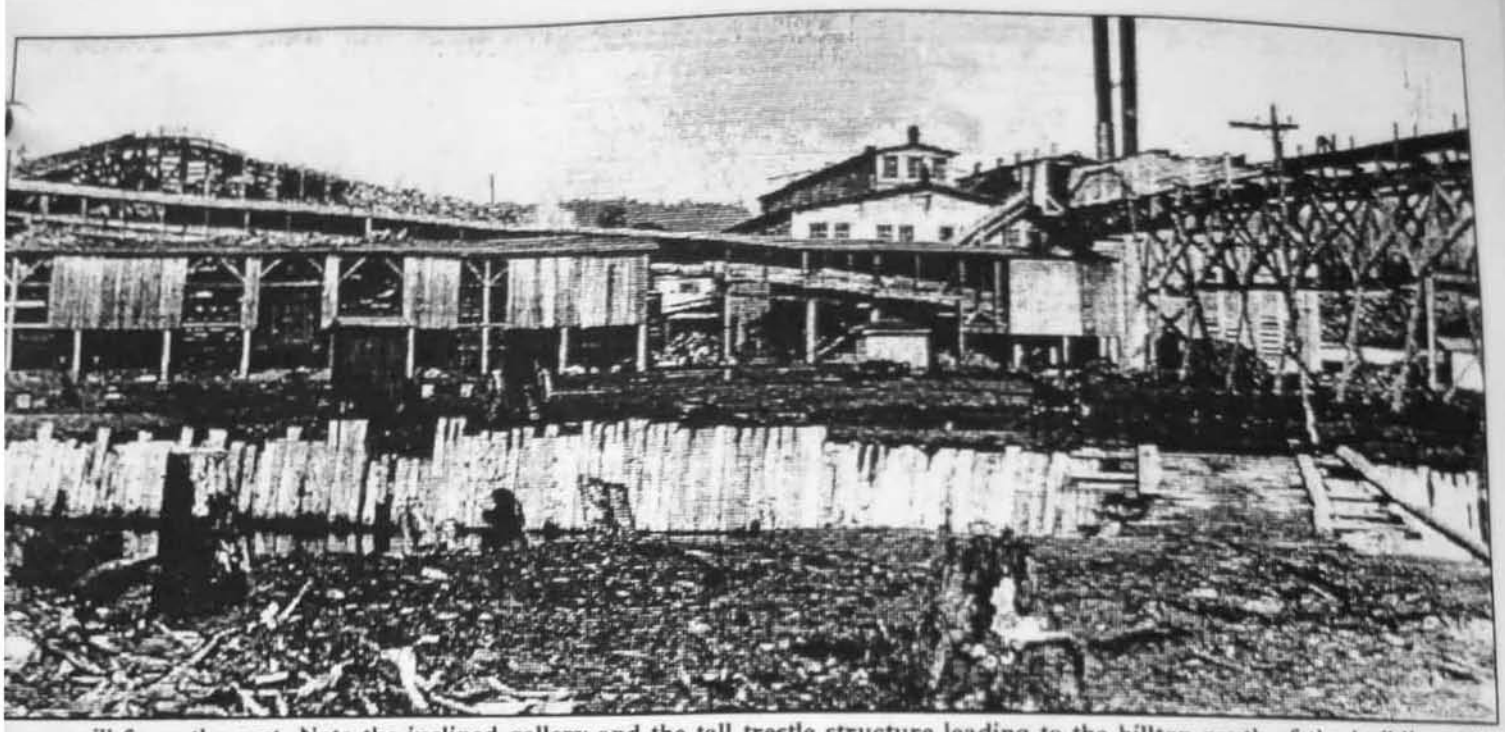
The physical layout of Spruce included the mill complex and ethnic housing on the west side of the river [Shavers Fork] and the white, skilled, residential housing on the east side. The south side of town contained a row of five, identical [buildings]. The first was an unpainted company office; three center houses [held] highly skilled mill employees, including the sawyer, filer, and handyman. The southern house [was] a residence for single men, all recent immigrants from Austria. Since Mrs. Crickard never visited this part of town, she could not recall any specific detail of the structures.

Across the river on the west side were the Italian and Black communities as well as some Austrians. Mrs. Crickard remembered the Italians by a large oven in which they baked bread for sale, as well as by their cabbage patches. Gardens were rare in Spruce due to the cold climate; cabbage and a few potatoes is all Mrs. Crickard could recall ever being grown. The Austrians were apparently scattered around town, but were remembered for their deep-fried fruit pies.

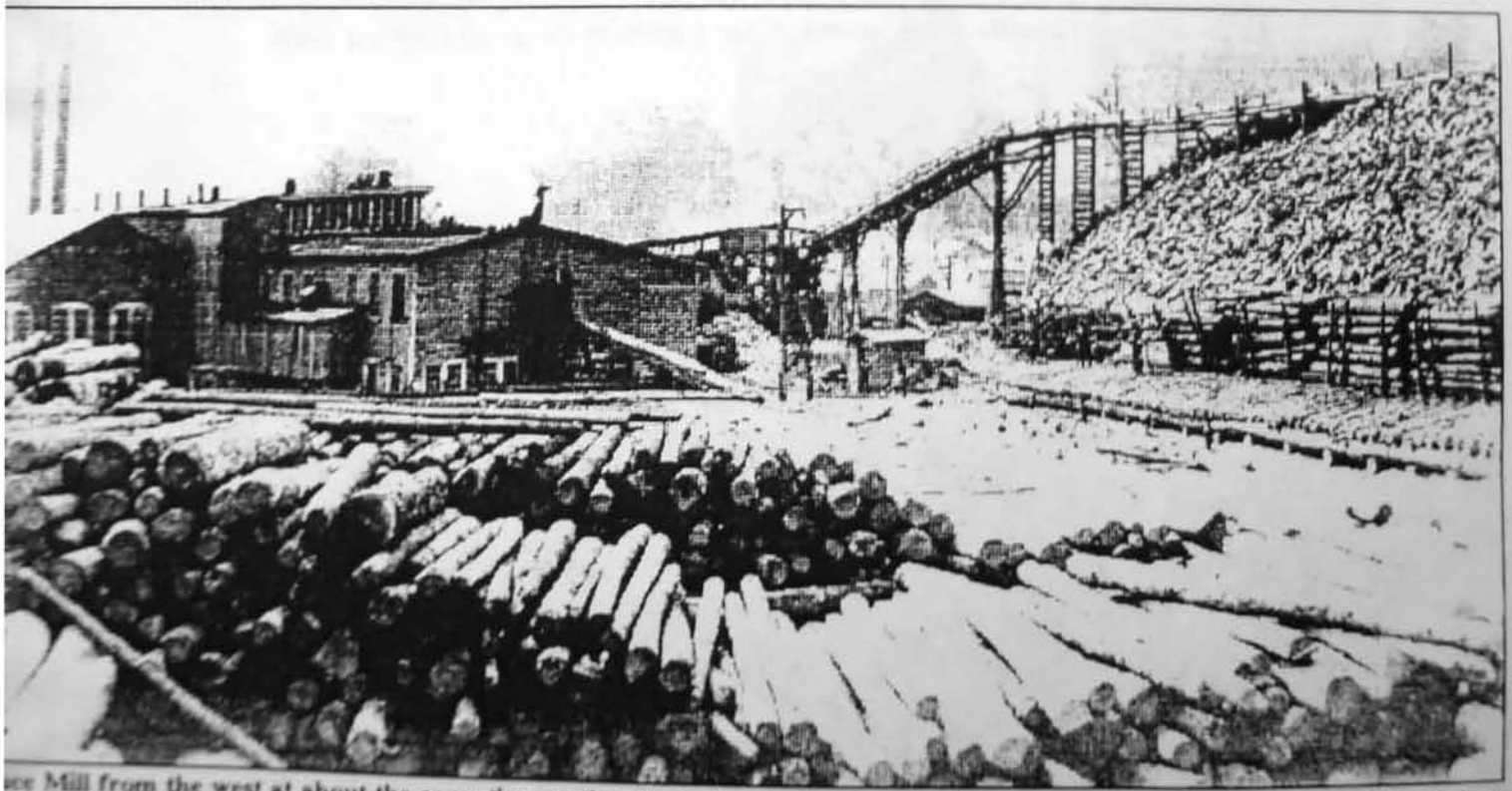
Spruce was described as an "isolated but delightful place," where people led orderly lives based on the routine of 10- hour work days and little else. People were well-dressed and not prone to conflicts or drunkenness. Although home-brew was common, the dangerous nature of the work kept alcohol to a minimum out of self-preservation. If a wild weekend was wanted, Cass was the place to go, and Spruce remained a very quiet community.

By 1925 the mill operation at Spruce had been scaled back, and by 1926 the operation folded and the equipment moved to Luke, Maryland. The railroad and woods operations were still a major focus, so the decline of the mill did not immediately end the town.

Mrs. Crickard described WVaP&PCo as a good company to work for, with average wages, non-exploitive prices of goods at the store, strict but fair discipline, and an interest in education. The major complaint was their desire to "persuade" all workers to vote Republican on voting day.

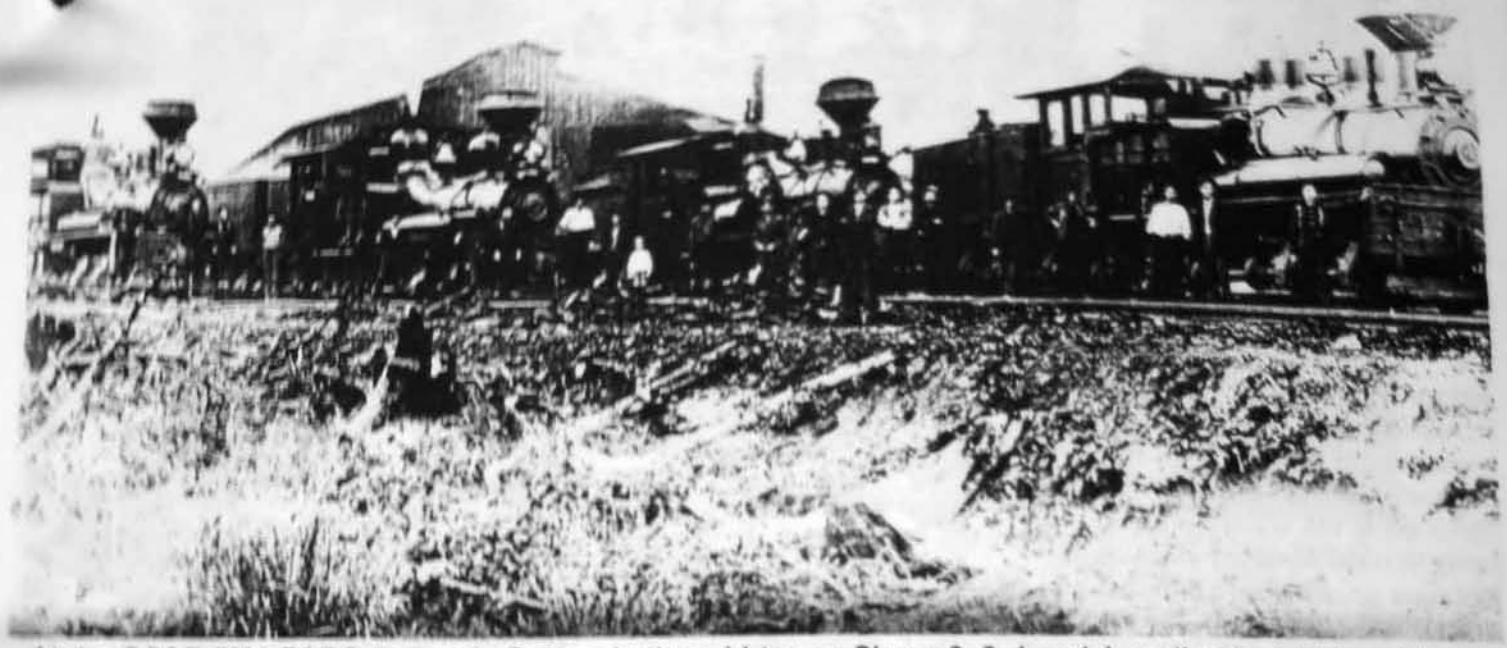


ruce mill from the east. Note the inclined gallery and the tall trestle structure leading to the hilltop south of the building. The llery and trestle disappeared in later years, as did the rooftop fire barrels and the five vent pipes along the roof ridge of the third or gallery that ran parallel to and between the mill clerestory and the power house roof. The channel of Shavers Fork has been anked for erosion protection.



ce Mill from the west at about the same time as the photo above, showing the features noted in the upper photo. A train is at g dump. The pond and storage area were crammed with beautiful, straight logs that appear to run to two or more feet in eter. In the teens and twenties, these were trash logs, not suitable for lumber—so they were turned into paper.

Above: View of the town and mill in the teens. There is no water tower between the mill lead and the main line tracks. The mill has two stacks. The powerhouse has a parapet wall; both end walls and the center filewall have a decorative, stepped design. The east conveyor travels straight toward the river, ending at the burning waste pile. Below: A later photo shows the east conveyor now includes a hopper and chute in the center and the support trestle now spans more tracks in the pulp loading yard.



At the GC&E (WVaP&PCo) shop in Spruce in the mid-teens, Shays 3, 2, 1 and 4 are lined up. Below, Shay 5 is at the Spruce coal dock. This logging engine service complex was in the north end of town.

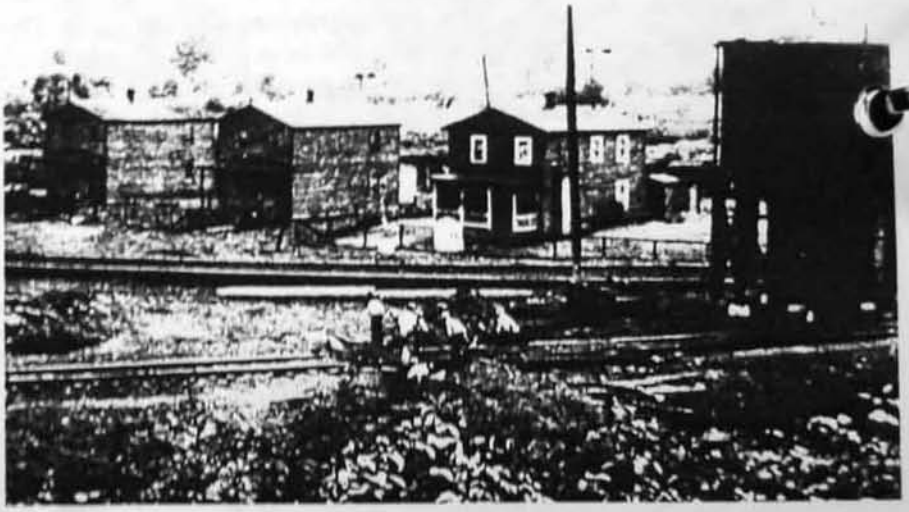
Above: The Spruce Hotel, prominent in mill-era photos of the town, had a reported 30 rooms, steam heat, hot and cold running water, and electric lights (note the wires), making it a rarity in rural America at the time. Because upper-level employees lived or took meals there, it probably had a large dining room and kitchen. It almost certainly had a parlor, all of which would have occupied at least half the first floor.

Even if the sleeping rooms were small, it's hard to picture space for more than about 20 of them. Sources mention a hotel annex, others mention a separate boarding house for workers. The boarding house was likely double house No. 4 because this apparently became the **WM** boarding house. The hotel annex may have been the adjacent double house No. 5 which in the photo above seems to have only one set of porch steps. There are over 40 well-dressed people in the Sunday hotel porch picture, consistent with 30+ rooms, assuming they all are customers of the hotel. The hotel building, reportedly in bad repair, was removed early in the **WM**-era post 1928.

Right: On June 26, 2002 this large iron artifact was unearthed at the site of the Spruce Hotel. This is the foundation ring of a coal furnace, still containing most of the grates. Since the hotel was probably the only building at Spruce with a furnace and/or water heater, it very likely confirms the location of the hotel basement.

Above: Once thought to be about 1950 after the removal of the WM locomotive shop, this is more likely about 1931, 10 years before the shop was built. Shown is the debris from the construction of the double track mainline loop through town and the new steel bridge across Shavers Fork, on which the photographer was standing. The snowplow shown was stationed at Spruce, and was scrapped at Elkins in the 1990's. All five double houses on Main St. are shown. Note there is no annex yet next to double house number four. Next to the coal tipple and above the corner of the hopper car is the store. Behind the store are the backs of the houses that faced the rail yard.

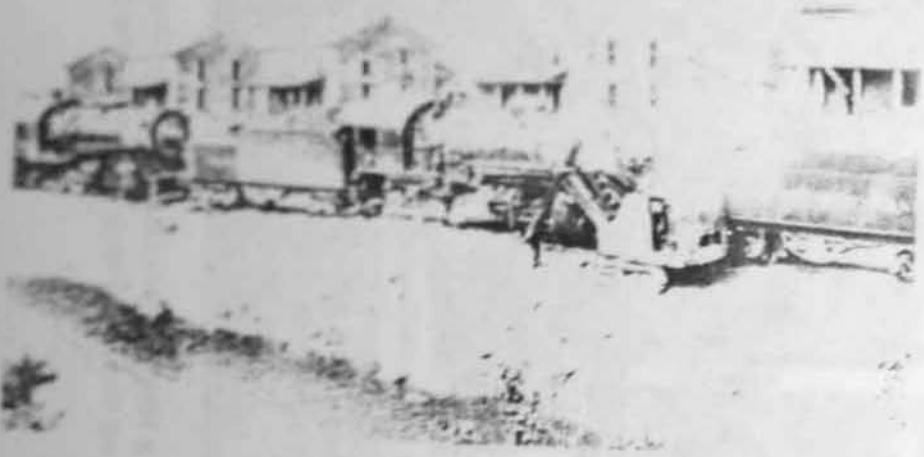
Right: One of the three salt-box houses on the back row, east of, and parallel to, Main St. These small, odd double houses were unlike any design in Cass. The five double houses on Main St., Spruce were similar in design to the double houses in Cass, but much larger. They were approximately the same width, but twice the depth of their Cass cousins. The single "Company" houses at Spruce (of which 12 clearly show in photos) were just like their mass produced kit-built counterparts still seen at Cass.



Upper left shows the 1941 WM engine shop. Behind it is Main Street with (l to r) double houses 4, 3, 2, 1 and single house 5. Behind them are the school and salt-box houses. Upper right is one of the single houses east of the store in the snows of Feb., 1926. Behind it, the mill is closed, but the power house is still making electricity and/or steam for the town. Below left, Harper Nelson standing at the rear of double house 3. Behind him is double house 4, the Boarding House, with its unique twin windows at the rear of the first floor. Visible behind the shed to his right is the back of the annex on double house 4. Below right are three of the four single houses north of the store, along the yard tracks. The water tower is between the Cheat River main line and the south leg of the WM wye.

Left: North end of the WM locomotive shop building. Right, the interior of the shop, apparently when the facility was new. The man on the left is engineer Sylvester "Pappy" Cussins.

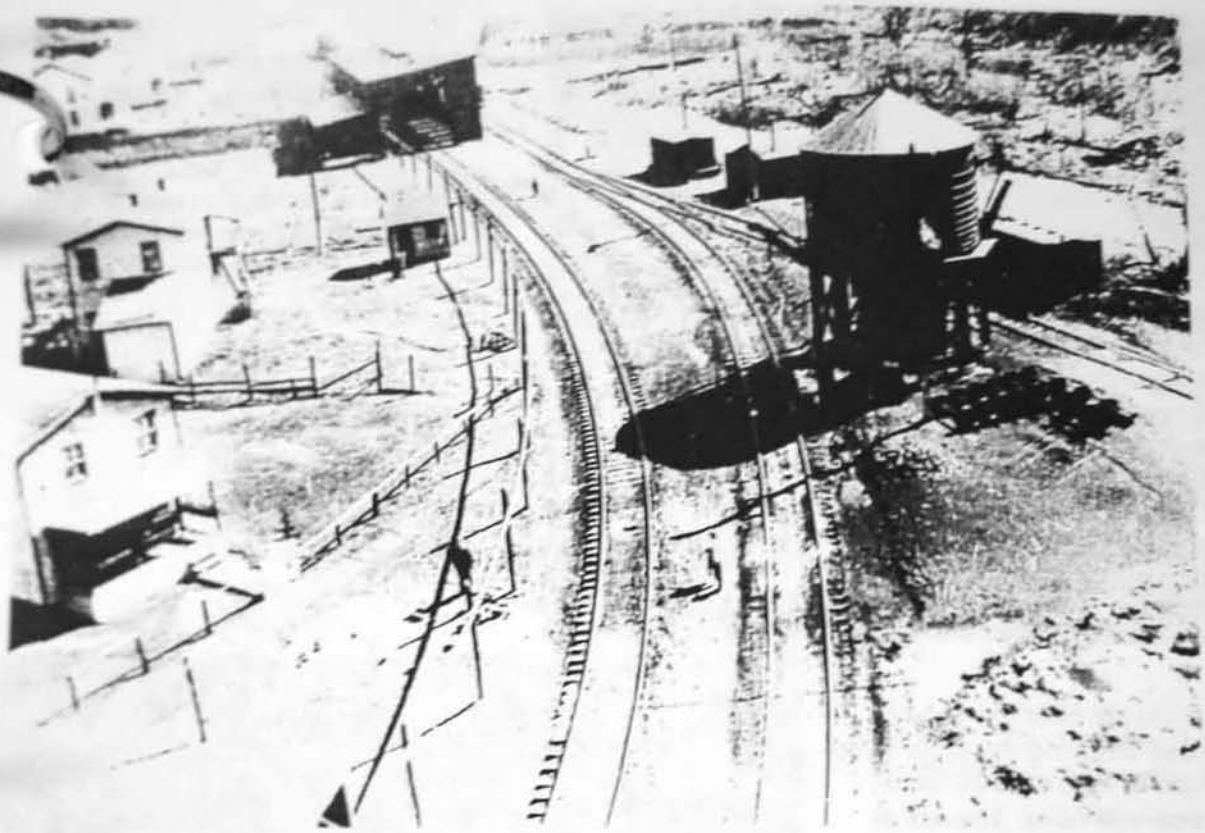
Photographed from beside the shop, looking south, a WM H8 consolidation, in pusher service, storms across Shavers Fork trestle headed up the grade with a train of empty hoppers bound for the mines on Elk River.



Upper left: The ready tracks before the construction of the WM shop in 1941. All five of the double houses on Main St. are visible. Note the distinctive double window on the first-floor, rear of house No. 4, the boarding house.

Upper right: The south end of the ready tracks, the H-8 type locomotive is on the former GC&E main track which was bisected by the construction of the WM loop track on which a coal train is seen. Single houses No. 5 and No. 3 can be seen; single No. 4 was removed for the WM track project. No. 3 was the home of WM engineer Sylvester "Pappy" Cussins during the WM era.

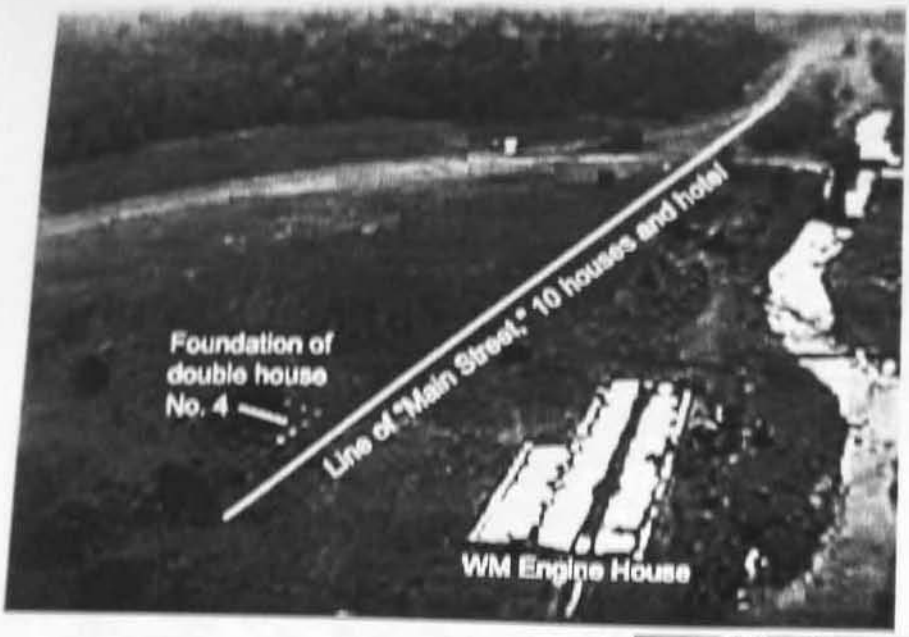
Lower left: Some of Main St. after the 1941 construction of the WM shop. Note the addition to double house No. 4.



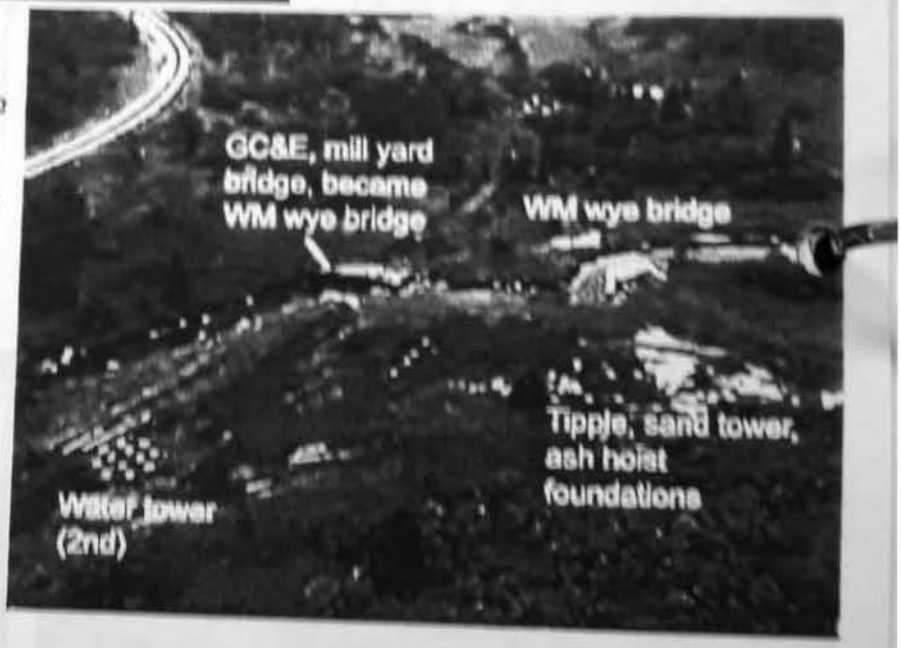
Top: View from the coaling tower, looking south. The small building between the water tower and the store is the Dog House, the office of the yardmaster and dispatcher. Note the elevated steam line to the shop. Lower left, view to the north from the coaling tower. Right: The water tower, boiler house, coaling tower, sand tower, and ash hoist lined up along the engine service tracks. In the view to the north, the mound to the right of the tracks just above the hopper cars may well be the remains of the old WVaP&PCo coaling dock.

Aerial Photos of the Spruce Town Site, 1995

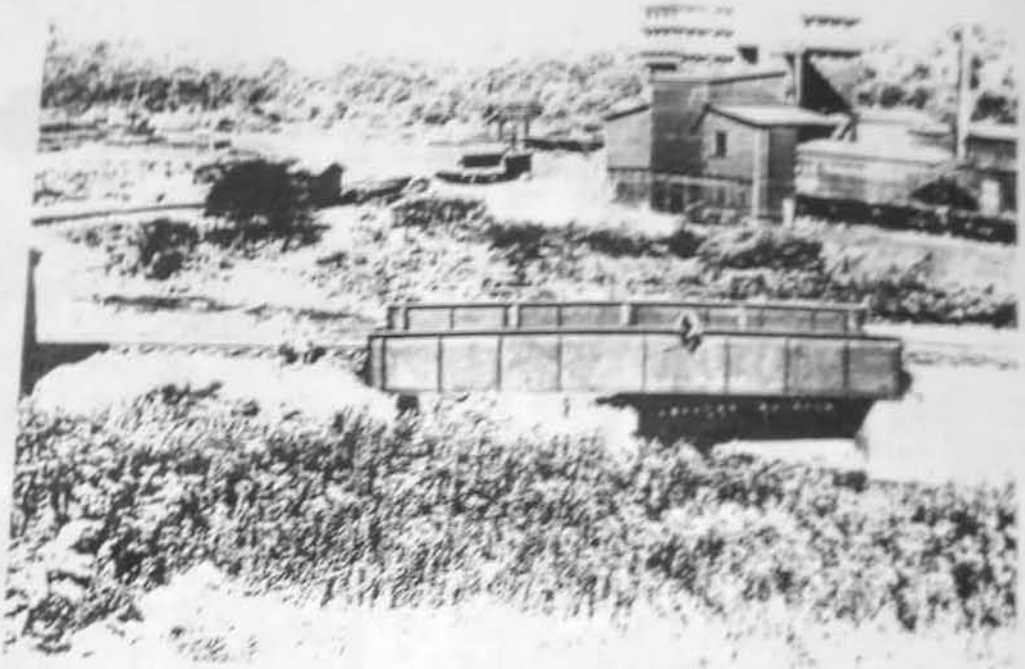
Left: Looking south, showing the former main residential area and the concrete pad remaining from the 1941 locomotive shop building.



Right: The area just north of the above shot, looking west, showing the locomotive service area, most of the roadbed from the wye, and some mill ruins. The arc at the upper left is the track (CSX at that time) leading to the Big Cut.



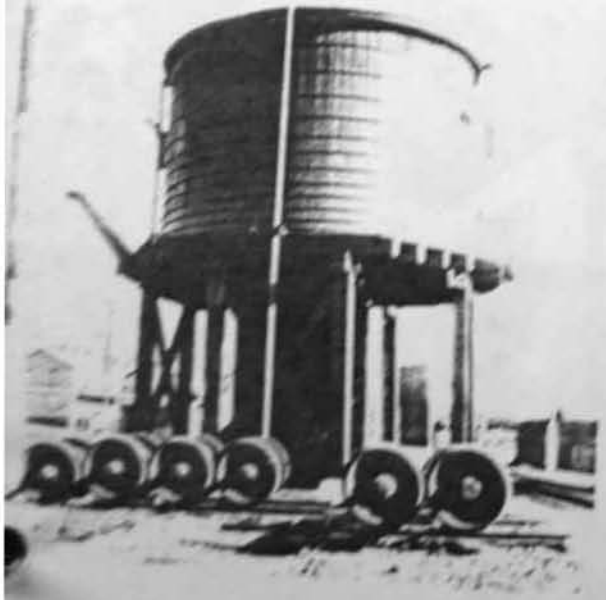
Left: The area just west of the above shot, across Shavers Fork, looking to the south-east. These mill ruins are the only standing structures left at Spruce.



Upper: The view of the coal, sand, and ash facilities and their siding from the mill side of Shavers Fork. In the foreground is the bridge for the upstream leg of the wye. This track was originally the pulp mill's yard switching lead. The track and one abutment for the bridge of the othe leg of the wye are also seen.

Lower left: The double spout water tower. The store and adjacent house, and the WM locomotive shop can be seen in the distance. The track to the right is the upstream leg of the wye, to the left is one of WM's engine service tracks, the former WVaP&PCo Cheat River main line.

Lower right: The remains of the downstream wye bridge in June, 2002. Inside the concrete structure is the older, timber bridge abutment. The concrete abutments in the distance are the remains of the bridge seen in the upper photo, made some 60-70 years earlier.



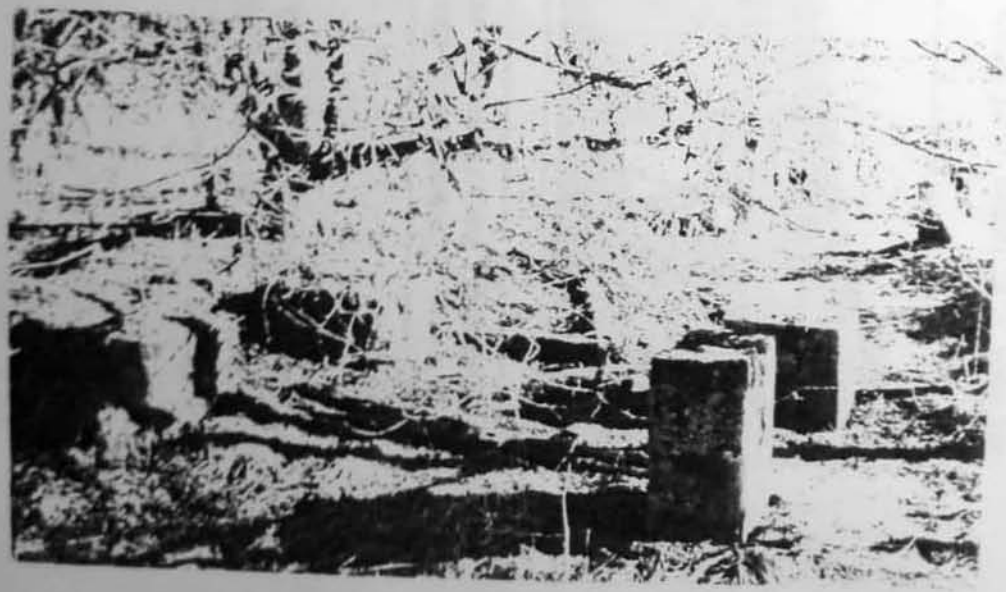
Seen from the north are the remains of Spruce in April, 1994. Most prominent are the poured concrete endwalls of the mill powerhouse. The man is standing on a mill smokestack; just above his head can be seen the foundations for the endless chain conveyor that went from the mill, east to the banks of Shavers Fork. To his right, at the base of the hill, is the concrete and timber lined spillway of the millpond. The townsite is the open area across the river in the middle distance.

Left: View looking west from the top of the waste pile, showing the remains of the conveyor trestle and the millpond spillway.

Right: Showing the area just to the west of the mill. The remains of the rock millpond dam are very visible.

When WM built the fill carrying its new line through Spruce over Shavers Fork a piece of the original WVaP&PCo/GC&E main line was covered over. For some reason, the track was not taken up and the ends of the rails still protrude from the embankment.

In Shavers Fork, above are railroad wheels, and below, pieces of a large endless chain. Below left: near the mill are the foundations of the huge trestle that, in the teens, carried a conveyor chain across the pond tracks to the hillside south west of the mill.



Historic Spruce Survey: A Predictive Model

Spruce's 3rd Railroad Related Industry:

Logging, Coal, Now TOURISM

By Frank W. Proud, CPA 10/19/2002

TOURISM is the 3rd and latest railroad industry at Spruce. The long-range Vision of the West Virginia State Rail Authority includes **Tourism** as a sustainable industry for Spruce. Evidence of the Authority's success can be measured by its popularity with the People.

In 1995 we estimate 900 visitors went to Spruce; 1999 possibly 2,500. By 2000 visitation jumped to +7,500. Visitorship is projected to top 11,000 by the end of the 2002!!! Approximately +95% arrives by rail; old logging or construction roads are kept locked. Bicyclers and hikers can enter, but non-authorized motor vehicles are banned.

These visitors are more than rail-fans. Each paid ticket marks them as part of the 7-year new-growth. The strong majority are patrons who enjoy the historic, open wilderness atmosphere that Spruce has to offer. Each paid ticket is a vote for historic site preservation.

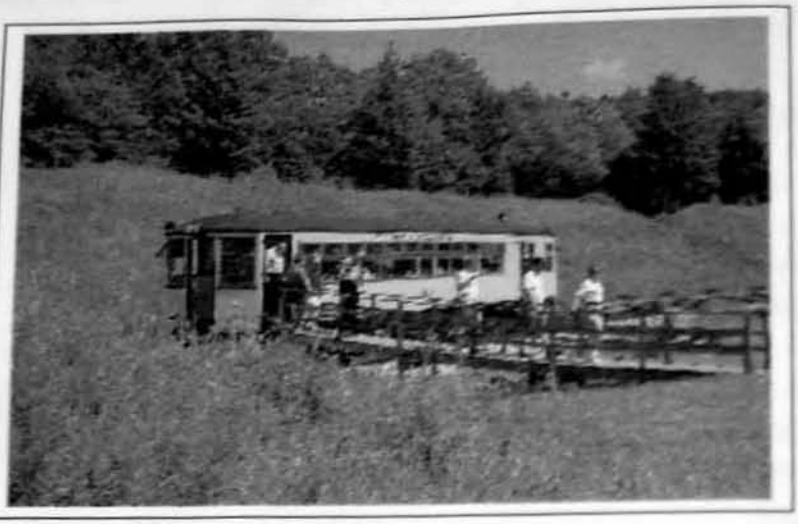
Spruce is lucky to have two railroads servicing the town. West Virginia's famous Cass Scenic Railroad State Park links to Spruce via the 1992 spur. Cass in conjunction with the Mountain State Railroad and Logging Historical Association operate special steam excursions to Spruce, complete with photo run-bys and picnic lunches with hot entrée. All proceeds from these excursions go toward historic rail and logging preservation and interpretation projects.

Railfans depart the Cass Train for a photo run-by at Spruce.

The passenger workhorse to Spruce is Durbin & Greenbrier Valley Railroad's (D&GVRR) *Cheat Mountain Salamander*. In 2002 over 10,000 passengers admired the beauty of the Shavers Fork of the Cheat River while riding *the*

Salamander. *The Salamander* operates as public transportation with published rates and regular in season schedules.

D&GVRR's service to Spruce is 100% passenger service. Most tickets are round trip to Spruce & return to Cheat Bridge. Other patrons include fishermen, scout troops, bikers and backpackers who may bike / walk out or are picked up by the *Salamander* at various places several days later. D&GVRR has taken what was abandoned and turned it into a working passenger service hauling the People to Public Lands to feel crisp wilderness in their faces. Trees and clear running water. No buildings, no residents, no roads. They see Spruce.



D&GVRR offers regular in-season passenger service to Spruce Thursday through Sunday. 2002 was a banner year for *the Salamander*, hauling +10,000 patrons to a ghost town.

D&GVRR is the lessee of all properties owned by the Rail Authority along the West Virginia Central Railroad, which includes Spruce. As lessee, D&GVRR has agreed in writing allowing this study and for development grants applied for by the West Virginia Rails-to-Trails Council. The time is ripe to continue with this registration. Visitors increasingly crave the history of this highest industrial mill town east of the Rockies.

For Spruce to continue its planned growth, the Friends of Spruce would like to see the area kept remote, road less and accessible only by rail. Popular demand is growing, growing, growing for simple trails, picnic areas, fire circles, designated camping area, limited brushing, interpretive signs and educational archeological digs.

Based on my observations as a resident, business owner and financial consultant, I see Railroad Tourism's positive impact on rural mountain communities such as Cass, Durbin and Elkins. Keeping Spruce as public land has already helped

impact the local economy by $990,000. With even ½ the continued growth over the next 7-years, the impact would exceed $1,400,000 per year!!!!!

I write my professional opinion today seasoned with various blends of financial fields of study. I hereby offer my opinion on the Predictive Model for the Historic Spruce Survey.

Conclusions:
I see a very low cost / high reward ratio by listing Spruce as a historic / archeological site. In my opinion, support should be given the Rail Authority's Vision to develop Spruce as a future tourist destination. I see both public and volunteer resources protecting this historic site for the enjoyment of future generations. The Friends of Spruce are confident that with the continued guidance of the West Virginia Division of Culture and History, various registration Phases of Spruce as a National Historic / Archeological Site is attainable. All the ingredients are in place. We should continue.

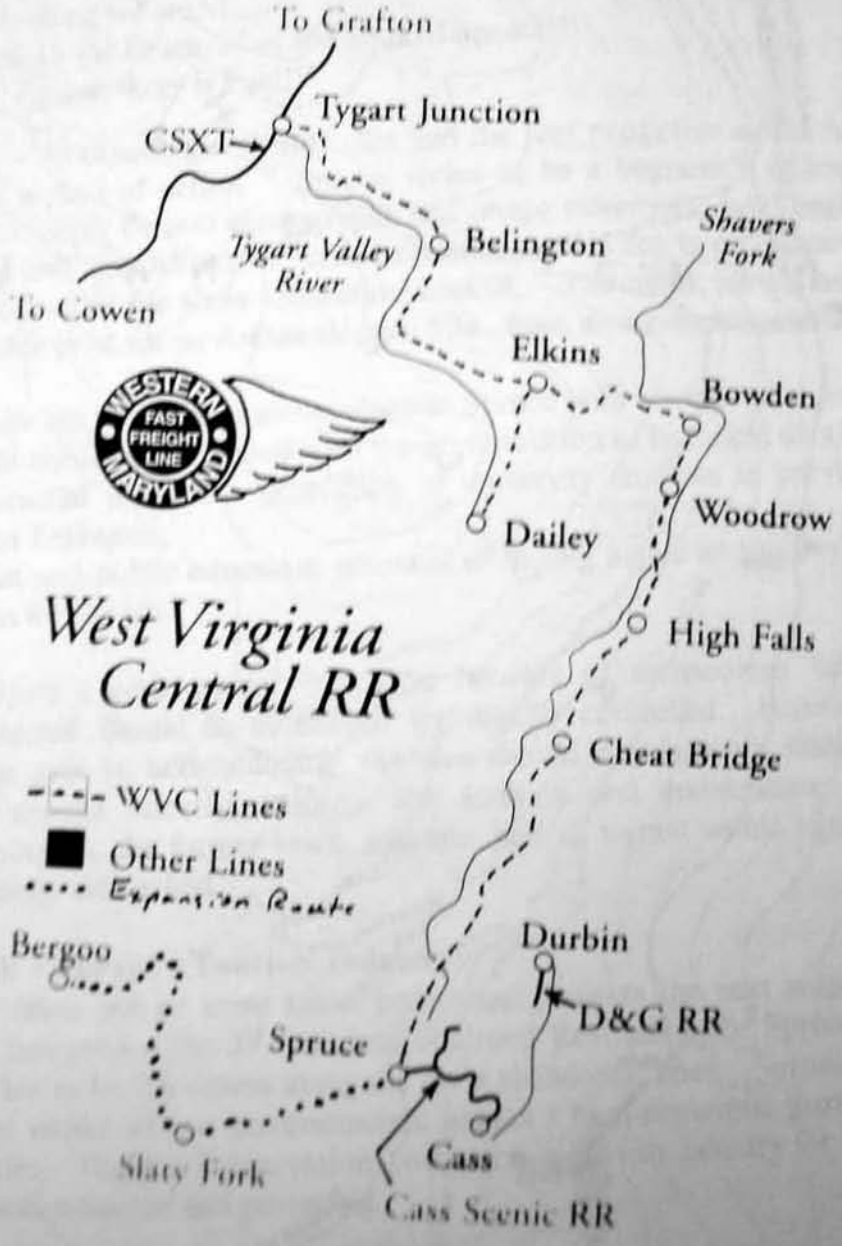
The railroad tourist industry is a boom for the towns along the once abandoned lines. Spruce plays a key part in the overall tourist model of low environmental impact / high economic growth for our rural mountain communities. Tourism is a growth industry for Spruce; it should be promoted, yet protected.

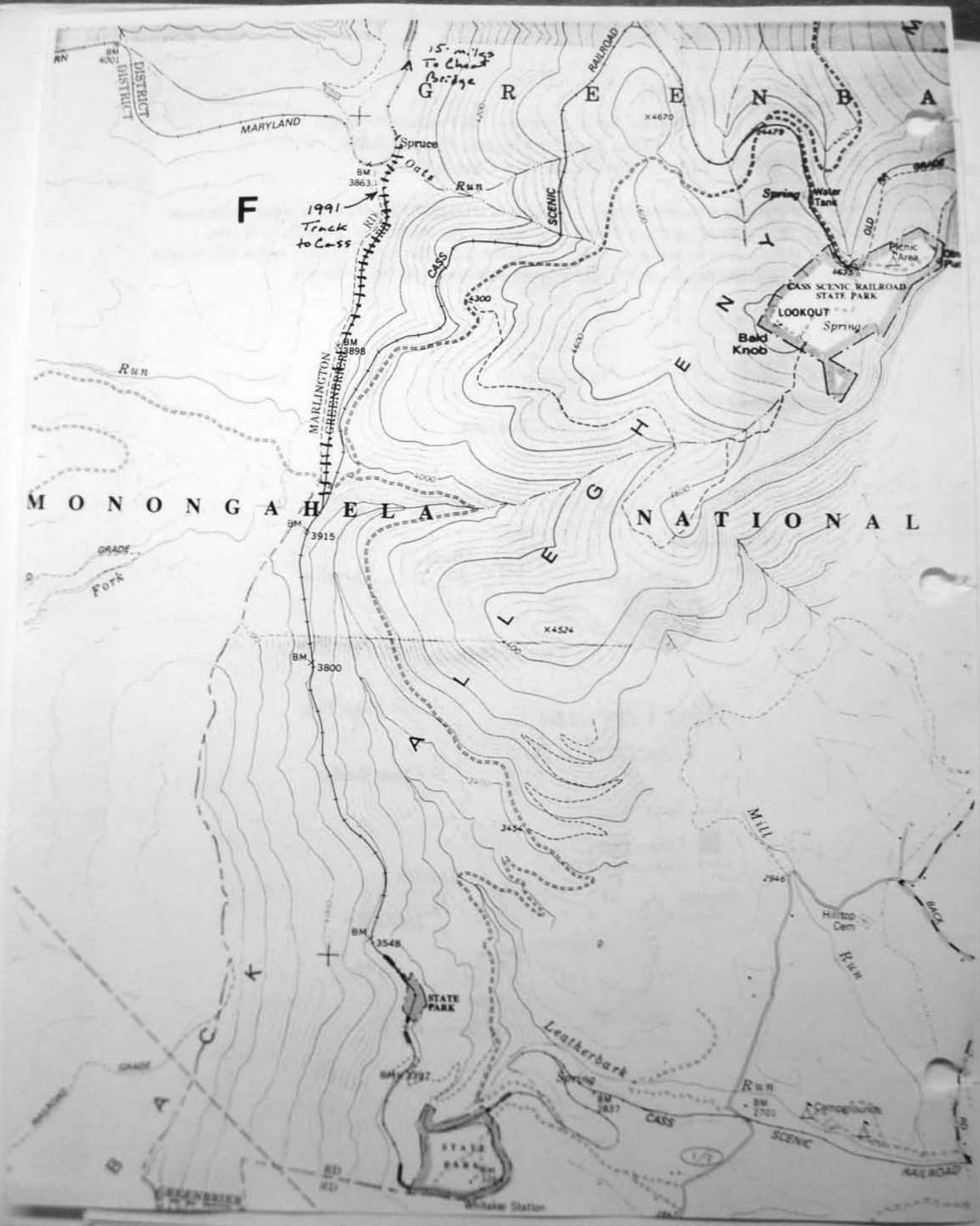
Historic Spruce Survey: A Predictive Model

132-mile *West Virginia Central RR's*

Area Map, Plus Cass & Durbin

This map is copied from the October 2002 issue of *WONDERFUL West Virginia*..., the issue with the High Falls of the Cheat River on the cover. The inside story, p.14-21, by Wayne Sheets, Photographs by Stephen Shaluta, Jr., is devoted to the *West Virginia Central RR's* tourist industry, including the *Cheat Mtn. Salamander's* passenger service to Spruce.




15 miles To Cheat Bridge
1991 Track to Cass
F
G R E E N B A
MARYLAND
DISTRICT
Spruce
Oats Run
SCENIC
RAILROAD
CASS
Spring
Water Tank
OLD
Picnic Area
CASS SCENIC RAILROAD STATE PARK
LOOKOUT
Spring
Bald Knob
MARLINGTON
GREENBRIER
Run
M O N O N G A H E L A
A L L E G H E N Y
N A T I O N A L
BM 3915
BM 3800
BM 3548
GRADE
Fork
STATE PARK
Leatherbark
Run
Mill
Hilltop Cem
BACK
CASS
SCENIC
RAILROAD
Whittaker Station
B A C K

Historic Spruce Survey: A Predictive Model

Phase II -- Recommendations

fwp 10/20/2002

Recommendations:
Each survey team member is a free thinker. We independently drew the same conclusion that the Town **of Spruce is Historically Significant**. It was Joanna Wilson, Sr. Archaeologist, explaining our Scope of Work as outlined in the Division of Culture and History's Historic Spruce Survey Contract, however, who woke us up that **Spruce is also Archaeologically Significant**:

> *....project shall focus upon background research regarding the historic town of Spruce, in* ***preparation for later on-site archaeological survey.*** *Research* should include.....this *information shall be used to develop a* ***basic predictive model*** *to include* ***recommendations*** *for future research potential of the Spruce survey area.*

We did the only thing we could.....
We took to the Brush, Mud and Digs of Spruce!!!!
Archaeology is Fun!!!!

A Predictive Model – Archaeological Site: We feel the best predictive model is one that can be emplemented into a plan of action. Spruce seems to be a beginner's archaeological site. Based on the attached maps, current photographs and onsite references, even beginner students could read this survey and find distinctive surface remains, draw a line to other known points and **project** what is buried under the Cass connection backfill. The maps, photos and narritive by Sparks provides the blue print for an Archaeological Site...even an accountant can understand.

Sparks notes the significant potential in archaeology at Spruce with rewards of at least kinds:

1> Scholarly benefit normally associated with the accumulation of historical data,
2> Educational potential for future generation of university students in providing sustained opportunities for fieldwork,
3> Increased tourist and public education potential of having active archaeological work in an interpretive plan for the site.

Again relying on Spark's conclusions: "....the benefits of archaeology being noted, any significant site alterations should be monitored and tightly controlled....beyond the minimum needed by visitors to gain an understanding, the area should stay basically undisturbed....other than brush control around selected artifacts, the addition and maintenance of signage and creation of a tour footpath, the former town, mill site, and all terrain within sight of the visitors should remain essentially untouched."

A Predictive Model: – Spruce's Tourism Industry:
Just as archaeology takes one or more know points and projects the next suspected point, any beginner economist can project the 3rd Industrial Railroad Revolution for Spruce. The railroad tourist industry is a boom for the towns along the once abandoned lines. Spruce plays a key part in the overall tourist model of low environmental impact / high economic growth for our rural mountain communities. Historic Preservation Tourism is a growth industry for Spruce; it should be planned, developed, managed and protected.

...we suddenly realized our goals for Spruce mirror the goals of the WV Historic Preservation Office....

...the Friends of Spruce make your goals our goals.

...with cooperation, Phase III and Phase IV of this Predictive Model can and will be accomplished.

WV Historic Preservation Office
2001 – 2006 Goals

- Educate West Virginians about the wealth and value of our state's heritage, the resources that embody it, and the opportunities that historic preservation offers our communities.
- Promote historic preservation as an economic development tool, and create economic incentives to further preservation efforts.
- Encourage and support efforts to identify, evaluate, study and designate significant historic and archaeological resources.
- Identify, increase and provide financial resources to assist preservation efforts.
- Support and strengthen preservation activities of Federal and State agencies, local governments and community organizations, and encourage the inclusion of historic preservation in planning efforts.
- Encourage appropriate management and treatment of historic resources.

Phase III: WV Historic / Archaeological Site

The team also believes enough evidence currently exists to register Spruce as a WV Historical Site and/or WV Archaeological Site. In summary we also stress:

1> List Spruce as a Pocahontas County Historic/Archaeological Site.
2> Promote a further ***archaeological*** survey.
3> Development is limited to educational, research and tourist potential.
4> Support rail-trail grants for interpretive signs and limited trail clearing.
5> Partnership with various communities, neighbors, state, federal and non-profit organizations to tie existing resources such as Cass, Cheat Bridge, Shavers Fork River, the "Big Cut" and other surrounding attractions.

Phase IV: National Historic / Archaeological Site:

6> Ultimately, because of its uniqueness, list Spruce on the National Register of Historic / Archaeological Sites. (**Please Note:** Just as we finish this survey, the current year Grants Program Manual arrives. Our Phase I, II, III, IV differ from the Manual.)

Request for WV Division of Culture and History Help:

Education of county landmarks commission
Listing on county register
Contacts with Archaeological Schools
Participation in helping to write next grants
National Register of Archaeological Sites